

Historic Structure will remain as part of parkway
By Cathy Allred-First Journalism pieces
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The old 1915 Jordan Narrows Bridge will be replaced but not removed. One of eight through-truss bridges in Utah, it has become an historical relic.

It is also particularly important to historians because it was constructed by the Midland Bridge Company, a national company of the period that actually had a catalog of early "pre-fab" type bridges for the buyers to choose from.

This same company also had built another bridge in 1907 for the county, the twin of the Jordan Narrows, that crossed the river one mile to the south. It was later destroyed in 1985 and replaced by a more modern bridge.

"There are at least 260 bridges that still remain which were built prior to 1945 in Utah," notes Susan Miller, the UDOT archaeologist, "the sad part is many have been modified beyond recognition and are really not historic any more."

Most of the funding for the \$12,000 restoration will come from federal funds because it qualifies as an historical landmark. The original cost for the Jordan Narrows in 1914 was \$4,000. The old bridge was built with just one drawing; today's construction takes 20-25 drawings and multiple surveying.

The restoration will begin after the new bridge is finished. They will replace and repair the old railings and paint it. New pavement will replace the old scarred road on the bridge. As an historical monument, it will be incorporated into the Jordan River Parkway that was begun in 1985. Part of a nature trail, it will carry horse, bicyclist and pedestrians.

The history of the Jordan Narrows Bridge has been filed with the National Park Service in December and is on a permanent record of acid free paper.

